

THE CHURCHES.

Communion Services at St. Paul's Yesterday.

REV. DR. BUGBEE ON PRAYER

Services at the First Congregational and First Presbyterian Churches—Loyal Temperance Legion.

St. Paul's Episcopal Church was filled with worshippers yesterday morning. The music is always a pleasant feature of the service. The roll of the great organ, the chanting of the choir boys and the voices of the congregation unite in a melody that inspires reverence and praise in the most fitting manner. They follow the English custom of singing the entire hymn at this church, not a stanza omitted. Too many churches seem to regard the singing as a mere preliminary form to be got through with as quickly as possible, instead of a part of the devotion, to be entered into as heartily as any portion of the service.

It was communion Sunday yesterday and Rev. Dr. Bugbee did not, therefore, preach the regular sermon but gave a brief address on a topic of universal interest, that of prayer. From the following points he presented his theme.

Prayer is one of three things. It is a confession relative to our sins, or the applications of our being, or thanksgiving for mercies. It is in its large sense, the communion of the spirit of man with God. There is something in it that compels prayer. We are conscious of ourselves, that things we enjoy are not of our own doing. The attitude of prayer assumes three things—the existence and personality of God, the nearness of God and the recognition of him as the ruler of the universe. The materialist claims that God has no control over outside forces, that all things come to pass according to the cause and effect of natural law. The Christian claims that he whose will it simply these laws, has control of all. The steam engine is the product of the intelligent combination of forces. Who gives to man this intelligence by which he combines these forces? Is God less powerful over the forces of nature than man himself is? The requirements of prevailing prayer are sincerity, reverence, importunity and faith.

The sacrament of the Lord's supper was administered to a large number of communicants at the close of the public service.

FIRST CONGREGATIONAL CHURCH.

At the First Congregational Church the audience listened, in the morning, to a fine sermon by the pastor, Rev. Dr. Hutchins, and to excellent music by a double quartette, led by Prof. Bacon and Miss Kimball. Dr. Hutchins spoke without notes, and took this text for his sermon: "One generation passeth away and another generation cometh." After saying that the great bell of St. Paul's in London is never heard twice by the same set of people, he likened the passing of the generations to the movement of a large army, column by column, from one battle-ground to another, yet there is in the arena to which one generation is held, and another generation enters, which has been the achievement of centuries, and to rise to the grandeur and dignity should be the joy and pride of every true man and woman.

For the people of today was Magna Charta wrung from King John by the barons, for us was fought the battle of Hastings, for us was the pass of Thermopylae defended, and for us was the band of pilgrims assembled at Scrooby to pass over to Holland, and from there seek the bleak and rocky shore of Massachusetts; for us were all the struggles and heroic endeavor. In our day we have seen the genius of invention and scientific discovery exerted and rewarded to the full for the benefit of all people.

How shall we show our appreciation of our inheritance?

Shall we preserve them as they have come down to us, and bequeath them to the rising generation pure and whole?

Shall we pass to them a sanctified or a desecrated Sabbath, and shall the cursed liquor traffic be allowed to pollute them stronger or with broken power?

Let us put aside all indifference to our fellow men, try to widen the area of our sympathetic feeling for the whole brotherhood of man.

In the evening Dr. Hutchins preached on what St. Paul says in Galatians, 6-7: "For I bear in my body the marks of the Lord Jesus." This sermon was full of grace of diction, tenderness and sympathy.

LOYAL TEMPERANCE LEGION.

This devoted band of little folks entertained a large audience last evening at the First Methodist Church. Although the Sunday-school rooms were utilized, the congregation overflowed on either side of the aisle and below, and many were forced to stand.

Temperance banners were hung about the platform and choir, and the programme, which was made up of songs and recitations, was more pleasing than the average juvenile performance. The selections were short, pointed and well delivered. A little blonde-haired maiden sat on either side of the platform, lending childish grace and dignity to the occasion. The children who gave recitations were Misses Rosa Nevill, Constance Ewing, Bessie Hale, Gracie Ferguson, Bessie George, Letitia Bailey, Sadie Hale, Maud Rooney, Masters Willie Webster, Fred George, Clarence Ewer and a class of four boys.

Misses C. Gertrude Finney, Lena Willey and Minnie Painter also recited and the First Methodist choir assisted in the singing.

Little Miss Constance Ewing in her plea for the work presented the cause so effectively as to receive a hearty response from the congregation in the way of a collection. The solo by Miss Clark and the quartette by Misses Forrester, Mrs. Bouck and Messrs. Chipman and Hugh Smith of the choir were particularly fine.

FIRST PRESBYTERIAN CHURCH.

Rev. Dr. Cochran, late missionary to Japan, preached morning and evening.

The morning discourse was devoted to a development of the idea that Jesus Christ was not merely an ideal personage whose life ended when he passed from mortal vision. He will come again. His personality survives through the ages. Confucius, Mahomet, Napoleon and others founded religions and empires, but their hold on humanity was limited by their earthly life. Christianity has its founder with it through all time. He now lives the same sympathizing Saviour as when on earth, and is with his church through the centuries. His resurrection and ascension attest his divinity and assure immortality.

CHURCH NOTES.

Rev. Dr. Easton of the First Presbyterian Church will conduct the service at St. Paul's next Sabbath.

J. W. Cochran, Jr., supplied the pulpit of the University Methodist Church in the absence of Rev. Mr. Wright, the pastor, and Rev. Charles Morton preached in the evening.

YOUNG HARDEE.

How His Dabts in Los Angeles were Liquidated.

Theo. Z. Hardee, who aspired to be leader of the 400 of this city, and was commonly known as the "bracket dude" has almost passed out of the minds of his gay associates since he took up his lodgings in a shabby San Francisco, where young men of his stripe either flourish like a Chinese vegetable garden or drop to the level of "pauper alley stock brokers" and free lunch benders.

It is not known at the present writing how Hardee is succeeding in society circles up north, but there is a bit of history in connection with his rapid career in this city that should be told for the benefit of some of the young bloods who held him up as a model and are probably doing all in their power at the present time to follow in his footsteps.

His cold-lunch letter, in which he spoke of not having "eaten a hot meal (a. e. meat) for three days," created quite an amount of sympathy for him when it appeared in these columns, and he was talked of raising money for him by subscription.

So far as sympathy is concerned, he never deserved a penny, but a pity that some of his friends did not set up a subscription for him.

list for the purpose of squaring his debts in this city, for it is rumored that his aged mother, who lives in the South, has been driven to the brink of the grave by his conduct, and was compelled to go out and get money by subscription to get him out of her troubles.

As the story goes, some of his creditors in this city, who discovered at last his sudden departure that all was not exactly square, put themselves in communication with his mother, who, by the way, is very poor and was partly dependent upon him for her support. In the morning, her mother-in-law was not forthcoming, there would be legal proceedings of an unpleasant nature started against her son.

This so worked the poor old lady up that she went out at once and succeeded in raising money by begging to settle the wild debts of this young man.

There is a sermon in this little story that cannot be picked by any church, and it should be committed to memory by every young man in the land, and repeated at least once a day until he reaches a point in his existence where he can say "no" to temptation.

How many young men are there in this city who are trying on a small salary to become society swells? The answer is, not many. It is true, but if they could look ahead and see the misery that is in store for them, or their old parents, they would quietly change their course and become useful men. It takes money to keep pace with the butterfly world, and only those who have a fixed income outside of a salary should plunge in the swim, for in nine cases out of ten they will soon struggle beyond their depth, and when once in the current there is no turning back, and whirlpools are sure to gather them in.

Harder wrecks are to be seen on all sides, and it is strange that young men who have bright futures before them, will give way to the vanities of a moment and forever destroy their chances.

A man's honor among men should be as sacred as a woman's virtue, for when it is once gone it can never be recovered, and the story of his downfall will follow him to the ends of the earth, no matter how often he changes his name or how successfully he disguises himself.

How much better, then, is it for a young man to live within his income, pay as he goes and be honest, even if he has to forgo the flitting pleasures of society for the time being.

SANTA MONICA.

A Big Crowd at This Favorite Resort Yesterday.

Santa Monica moved up a notch or two yesterday. The largest crowd of the season showed up at this favorite resort, and there was no spur in the shape of an excessively hot day to stimulate the rush.

Long trains came in quick succession up to 3 o'clock, and the last one was more crowded than any of its predecessors, if such a thing were possible. Private conveyances in large numbers also put in an early appearance and kept coming until midday.

It would necessitate an interminable list to enter into personalities. Not only the city sent out a deluge, but large representations came from the interior towns.

It is enough to say that the immense crowd had a delightful day of it. There were an army of bathers, and the proprietors of the several bath houses ought to be happy. The same may be said of the various establishments that look after the wants of both men and women. It is gratifying to know that nothing occurred to mar the pleasure of any one.

It is a big card for Santa Monica to be able to host such a good crowd on Sunday, as has been done during the present season. Our local officials should have a fair share of credit for this state of affairs, for they have been successful in making the chief attraction. About 3 o'clock the crowd began to cluster around the point of ascent, which was well chosen—being a natural amphitheater, giving the spectators from every point of the compass a fine view.

Douglas' band quit the grandstand and assembled at the starting point, and when the balloon floated gracefully heavenward with the twirling of its ropes, the crowd seated on separate trapezes, played one of their most stirring pieces. The effect was inspiring in the extreme, and the crowd cheered at the top of their voices. After reaching a great height Hazel Keyes, the lady aeronaut, made a drop with the parachute, and then Prof. Konig followed, both making a graceful landing on the ground as gracefully as if lighting from a carriage. This is the first double jump ever made here.

The Polo Club played a closely contested game yesterday and there was a large crowd of ladies and gentlemen to witness it. The game lasted one hour, divided into four quarters, and was a fine exhibition of skill.

Woodhouse, Bolton and Allen were the victors. The Yellowa, composed of Messrs. Proctor, MacCall and Waring, although making a gallant play, were not "in it," so to speak.

Just now Santa Monica is indulging in a great deal of railroad speculation with her mouths. All sorts of rumors just now are getting the best of the premium ozone. The latest is to the effect that a corps of Southern Pacific engineers are on hand and will begin to maneuver this morning in the vicinity of Old Santa Monica. It is on the bill, too, that a construction car will be on hand with the equipments. These statements are seemingly authentic. It is also in the air that the corps of engineers, consisting of Col. Mendell, Col. Gillespie and Maj. Banyard, who were here some time ago comparing notes with the Santa Monica engineers, will report in the near future in favor of the Pacific.

The transfer of 240 acres of land with a long frontage south of town, and looking like "business." The Santa Fé is standing on tiptoe only five miles away, looking over into the promised land. It is more than probable that the corporation is reaching out for a slice of the pie.

The people of Santa Monica, who have had an overdose of that visitation which "maketh the heart sick," are highly excited over these reports. If they should amount to nothing, why, they can at least hang on to the ring of expectancy and keep a sharp lookout for the next sensation.

Mrs. James and daughter of Cincinnati, are spending July and August at Santa Monica.

Mr. and Mrs. Al Barker and their two young daughters are on the beach at No. 39 for the summer.

Mr. and Mrs. Oscar Kiefer are daily in the swim at North Beach.

Miss Gertrude Bohrer, left Santa Monica yesterday on a visit to San Francisco, Monterey and Santa Cruz.

Miss Kutherford of Pomona arrived Saturday morning during the midday excursion, Mr. Harry Howland of Pomona has also decided to prolong his visit indefinitely.

Attorney C. W. Pandleton and wife are Santa Monicans during August.

Polison Has Its Uses. Although ammonia is a corrosive poison it has its uses. It is one of the best of remedies as an application in the bites of dogs and serpents, and the stinging of bees, hornets and other insects. When properly applied it destroys the poison, and also the tissue which has been impregnated with the poison, very much as a red-hot iron would do the same thing.

Ammonia is used in smelling bottles, for headache; it gets up a counter irritation in the nasal passages that tends to draw the pain from where it was located. Ammonia is as much used for removing grease spots from garments. By its caustic action it converts the grease into soap, which can be washed out with water.

It should be kept beyond the reach of children, if it is to be kept on hand at all, as fatal accidents have occurred to children and adults who have used it carelessly and in ignorance of its dangerous properties.

The fundamental principle of the Farmers' Alliance is that no man who wears a cash can be President of the United States.—Bradford (Pa.) Era.

TO LET—Flats: the handsome new brick block on E. Third street, just off Main, rents in unfurnished suites of 3, 4 and 5, each, rent very low. Apply to owner, Mrs. Dr. Wells, 127 E. Third st.

Strength of Baking Powders

as shown by official reports.

Cream of tartar powders, pure.

CLEVELAND'S	12.874
NONE SUCH	11.92
SEA FOAM	9.445

Cream of tartar powders containing ammonia.

ROYAL	12.30
STERLING	10.743

Alum powders, containing ammonia.

WINDSOR	9.065
DAVIS O. K.	8.545
A. & P.	8.44
SILVER STAR	8.006
VIENNA	7.025
PATAPSCO	7.006
KENTON	6.605

I have examined the Official Reports of the U. S. Government, 1889, Canadian Government, 1888, New Jersey Dairy Commissioner, 1889, and Ohio Food Commissioner, 1887, and hereby certify that

the above correctly represents the comparative strength of the baking powders named as shown by said Reports.

A. A. Underwood
(Chemist for U. S. Gov't, 1891.)

* Mix one heaping teaspoonful of either of these baking powders with one teaspoonful of water, in a tin cup, boil a few moments, and you can smell the "ammonia" in the steam.

THE ROSEDALE SCHOOLS.

The Case of Dr. Plummer—A Letter from W. A. Morgan.

(To the Editor of THE TIMES.) I presume the question, "Why has not Dr. Plummer been retained as principal of Rosedale school?" has been asked by a large majority of the patrons of the school, most of whom have received no satisfactory answer. Perhaps, therefore, it is but proper that I should make a statement of facts which, if true, would afford a satisfactory answer to some at least.

Having been one of the board of trustees for the past three years, I ought certainly to know something of the influences that have brought about the result.

When Dr. Plummer was elected principal of Rosedale schools three years ago, Mr. Spurgeon Riley was an applicant, and he has not appeared friendly to the schools since he was elected. He has been a constant source of trouble to the school, and has been a constant source of trouble to the school, and has been a constant source of trouble to the school.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

At the time of the election of teachers in 1890, Mr. Riley met Dr. Plummer and asked if the board had elected Miss Cowan, and on receiving an answer in the affirmative, he said that he would not have a school where she was principal. He then stated that he would not have a school where she was principal.

OIL WELL SUPPLIES

BOILERS, ENGINES, DRILLING ROPES.

PIPE, Etc., Etc.

EASTERN MADE DRILLING TOOLS.

The only Establishment on the Pacific Coast that can furnish everything connected with Drilling or Pumping Oil Wells.

SANTA PAULA HARDWARE COMPANY,

Santa Paula, Ventura County, Cal.

ECONOMICAL FUEL.

Wholesale S. F. WELLINGTON LUMP COAL Retail

AT REDUCED PRICES.

If your dealer does not keep it ring up Tel. phone 38 or leave your order with

HANCOCK BANNING,

Importer, 130 W. Second St.

Oak, Pine and Juniper wood sawed and split to order.

Lem, Yow & Co.,

—IMPORTERS AND DEALERS IN—

CHINESE AND JAPAN TEAS, SILK HANDKERCHIEFS

PRESERVED FRUITS, ETC.

Employment Agents:

Family and Hotel Cooks and Laborers furnished on short notice.

Tel. 824. 511 N. MAIN ST., Opp. Plaza. P. O. Box 1133.

STATEMENT OF THE CONDITION

—OF—

The Los Angeles National Bank,

Of Los Angeles, California, July 9, 1891.

RESOURCES:

LIABILITIES:

Loans and discounts \$ 83,887 29 Capital \$ 500,000 00

Banking house and fixtures 17,064 64 Surplus 1,838 54

Government bonds \$431,500 00 Undivided profits 15,838 54

Cash on hand and sight exchange 551,954 60 National Bank notes outstanding 45,000 00

Total \$1,900,828 53 Deposits 1,871,487 99

Security Savings Bank --- Capital, \$200,000.

NO. 148 SOUTH MAIN STREET, LOS ANGELES, CALIFORNIA.

OFFICERS AND DIRECTORS.

F. N. MYERS, President Nevada Bank, San Francisco; President Farmers' and Merchants' National Bank, San Francisco.

ANDREW J. ROWNE, President Fourth National Bank, Grand Rapids, Mich.

MRS. EMELINE CHILDS, Executive of O. W. Childs, deceased, Los Angeles.

J. H. WELLS, Vice-President Farmers' and Merchants' Bank, Los Angeles.

T. L. DUQUE, Vice-President of Capitalist, Boston.

MAURICE H. HELLMAN, of Hellman, Wallcut & Co., wholesale stationers, Los Angeles.

J. A. GRAVES, of Graves, O'Melveny & Shanklin, attorneys, Los Angeles.

J. F. SARTORI, Cashier; also Vice-President First National Bank, Monrovia, Cal.

FIVE PER CENT. INTEREST PAID ON DEPOSITS.

THE NOTICE OF THE PUBLIC IS CALLED TO the fact that this bank has the largest capital and surplus combined of any savings bank in Southern California, and only loans money on approved real estate security; that among its stockholders are some of the oldest and most responsible citizens of the community; that under the State law, the private estates of its stockholders are protected, liable for the total indebtedness of the bank. These facts, with care exercised in making loans, insure a safe depository for savings accounts. School teachers, clerks, mechanics, employes in factories and shops, laborers, etc., will find it convenient to make deposits in small amounts. CHILDREN'S SAVINGS DEPOSITS received in sums of 5 cents and upward. Remittances may be sent by draft or Wells, Fargo & Co.'s Express.

Main Street Savings Bank and Trust Co.,

426 SOUTH MAIN ST., LOS ANGELES, CAL.

OFFICERS: J. B. LANKERSHIM, Pres. CHAS. FORMAN, Vice-Pres. FRANK W. DE VAN, Cashier.

CAPITAL, \$200,000.—Pays Five per cent interest on deposits. Receives deposits from \$1.00 to \$50,000.

Five-cent Deposit: Stamps for sale at stores in different parts of the city and county. (Incorporated Oct. 28, 1888.) INCREASE OF RESOURCES:

January 1, 1890 \$115,871 37 January 1, 1891 \$280,453 88

July 1, 1890 287,

FOUNDED DEC. 4, 1881.

The Los Angeles Times.

EVERY MORNING IN THE YEAR.

BY THE TIMES-MIRROR COMPANY, : : : : TIMES BUILDING

N. E. Corner of First and Broadway.

Vol. XX., No. 60. ENTERED AT LOS ANGELES POSTOFFICE AS SECOND-CLASS MATTER

268,368!

More Than A QUARTER OF A MILLION COPIES A MONTH!

Sworn Circulation of The Times by Months Since January, 1891.

STATE OF CALIFORNIA, ss. COUNTY OF LOS ANGELES, ss. Personally appeared before me R. G. Otis, president and general manager of the Times-Mirror Company and George W. Crawford, foreman of the pressroom of the Los Angeles Times, who being both duly sworn, depose and say that the circulation of the Los Angeles Times on the 31st day of August, 1891, was 275,000 copies; that the daily average circulation for said month was 6,713 copies; and that the daily average circulation for the months given below was as follows:

For January, 1891.....	8,389 copies
For February, 1891.....	8,019 "
For March, 1891.....	8,443 "
For April, 1891.....	8,456 "
For May, 1891.....	8,466 "
For June, 1891.....	8,518 "
For July, 1891.....	8,657 "

and, further, that said circulation was bona fide in the strictest sense.

(Signed) R. G. OTIS,
(Signed) G. W. CRAWFORD,
Subscribed and sworn to before me this 1st day of August, 1891.

(SEAL) G. A. DOBSON, Notary Public.

The circulation exhibit in detail for July is as follows:

FOR THE WEEK ENDED JULY 7.....	60,370
FOR THE WEEK ENDED JULY 14.....	60,115
FOR THE WEEK ENDED JULY 21.....	60,039
FOR THE WEEK ENDED JULY 28.....	61,985
FOR THE 3 DAYS ENDED JULY 31.....	25,508

Total..... 268,368

Average per day for the 31 days..... 8657

Gain since August, 1890..... 1907

NOTES OF THE DAY.

The Indian Territory has been visited by a heavy cyclone.

EMPEROR WILLIAM officiates as clergyman on his yacht. He is a versatile young man.

The Jewish exodus from Russia still continues. Five thousand four hundred refugees arrived at Hamburg last week.

The Texas long-horned steer is at times a dangerous beast. Four persons were recently gored to death in that State.

The festive bugs are now devouring the hemlock forests of New York and Pennsylvania. The discovery of an appropriate parasite is under.

MAJ. MCKINLEY expresses confidence in his election as Governor of Ohio, and well he may, for the Buckeye State is aflame with enthusiasm for her gallant, handsome and chivalric soldier son. The very air pulsates with praises of his name.

The era of restored prosperity is close upon us of Southern California, and the business man who fails to recognize the fact is obtuse. Set your houses in order, men and brethren, for the bride cometh, and she bears the Horn of Plenty on her beauteous breast.

THE TIMES predicts that the coming year will be one of extraordinary and striking results in water development, planting, cultivation and crop yields in Southern California. At last it has dawned upon the minds of all intelligent men that from the cultivation of the soil and the legitimate development of the country is to come the sure and permanent restoration of prosperity.

PEOPLE who have land and trees, houses and lots to sell will do well to commence making the fact known through legitimate newspapers of general and wide circulation—THE TIMES for instance. The season for a large influx of eastern viewers and buyers is near at hand, and those agents and owners who have the sagacity, enterprise and alertness to advertise early and persistently will surely reap the reward. "Nothing venture, nothing made." Nerve is the thing!

COMMENTING on a recent statement of ours to the effect that Armour ought to be as careful in the preparation of the pork which he sells to Americans as of that which he proposes to send to Germany, the Stockton Mail says:

"The Times' point is well taken. It does really seem that the interests of citizens of this country should be guarded as carefully as those of the inhabitants of Germany. If Armour's pork products are not good enough for German consumption we stand ready to wager that they are not fit for American use. Each and every citizen that a pork-packer agrees to do for a foreign nation should be done for citizens of the United States, and our law-makers should see to it that it shall be so. Clean pork for Germans; clean pork for Americans also at the time."

ONCE upon a time—and not so long a time ago, either—James E. Campbell, now the Democratic Governor of Ohio, and candidate for re-election—made a speech in Butler county. "May my right arm," said he, his voice trembling with subdued emotion, "wither and drop pained to my side if ever I attempt to raise it to cast a Democratic ballot." The logical conclusion is that either Mr. Campbell's ticket will be short at least one Democratic vote in 1891, or that palsy will get in its paralyzing work on the right arm of the Governor. Huh!

It is claimed that there are forty-four Republican counties in Kentucky. When Abraham Lincoln made his first run for the Presidency, in 1860, the total number of votes cast in the entire State was (quoting from memory) but 864. Four years later the number of votes cast for the Good President was 1365 (again quoting from memory.) Now the Republican vote numbers many thousands. Republicanism advances, even in Bourbon Kentucky. The sable and encarnadined ground will surrender when its Democratic fortifications are carried by the Republican storming column. An event that will occur one of these promising days. Yes.

MORE PRESIDENTIAL PREDICTIONS.

The probable effect of the reorganization of the Republican National Committee and the appointment to the Collectorship of New York of a man who was the candidate of Tom Platt are being much discussed at present in eastern political circles. A Washington correspondent of the New York Sun thinks that the men whose political aspirations are most directly affected by the change are Harrison and Blaine. He thinks that the retirement of Quay and Dudley—both enemies of Harrison—leaves Blaine with better prospects than ever. According to this sanguine individual it has now come to be generally believed by Republicans in Washington that no power on earth can prevent Blaine's nomination, except the power of his own voluntary and emphatic declaration that he will not be a candidate or allow his friends to secure the nomination for him.

These people have, it seems, even provided for the second place on the ticket, which, we are informed, is to be filled by Gen. Alger, although the latter has frequently announced that he would never consent to accept second place. All the same, his friends "are confident that he would be proud to be attached to the tail of a Blaine ticket." Such a ticket would certainly invite much criticism, if nothing further. As to Gen. Alger, the prevalent opinion is that he has pursued the office too actively to succeed in attaining the nomination, even for the second place. The following passage in the letter above referred to looks at a possibility which has occurred to many and which will undoubtedly be more frequently discussed from now on:

"Should ill-health or a mistaken sense of loyalty to Harrison cause Mr. Blaine to refuse to be a candidate, the Alger combination will be broken by the appearance of McKinley in the field. Should the Major carry Ohio this fall, and find the race for President an open one in 1892, with Blaine not in it, he would be very apt to come to the front, and then Alger as a western man would not be possible."

A CHINESE FLEET COMING.

California is likely soon to be favored with a visit from three Chinese war vessels. The north coast squadron of the Chinese navy, under command of Admiral Ting, is cruising about Japan. The entertainments given to the upper ten on board his flagship are said to be gorgeous in the extreme. All the officers speak English. The following description of the three vessels that are likely to come here is given by a San Francisco paper:

The three vessels that it is proposed to send over here are the flagship Chen-Yuen, and the cruisers Chih-Yuen and Ching-Yue. The former is a monster, sea-going armor-clad steel battle ship, 308 feet long by 59 beam, with a displacement of 7280 tons. She was built at Stettin nine years ago, when her 6000 horse-power engine gave her a speed of 14½ knots. She wears 14-inch armor, and mounts four 12-inch 37-ton breech-loaders, and two 6-inch 4-ton rifles of the same pattern. Two torpedoes, and two torpedo-launching tubes complete her offensive capabilities. Her draught is twenty feet, and her coal capacity 1000 tons. The latter two vessels are both of steel, both were built at Elswick in 1886, both have a displacement of 2300 tons, and a speed of 15½ knots. They are both of 4-inch armor, with 2-inch turrets and gun shields. Each mounts three 8-inch 12-ton breech-loaders, two 6-inch 4-ton rifles, six 6-pounder rapid firing guns, and four torpedo tubes.

The visit of this fleet would certainly arouse much interest and curiosity in California.

CALIFORNIA FRUITS APPEAR TO BE MAKING HEADWAY IN ENGLAND, TO JUDGE BY THE FOLLOWING FROM THE LONDON GROCER:

The California fruits imported not long since are practically cleared off, and the attention is now directed to the new crop for 1891-92, which promises to be an early one, and also very plentiful. Shipments by sailing vessel are calculated to arrive in London by January next, but considering the bare state of the market, and the eagerness with which fresh supplies will be awaited, it is not improbable that the requirements will be made to engage through freights from San Francisco by overland to New York and thence by steamer here, so as to reach this port by the end of August or September, and it is said that the despatch of fruits by this new route will add 10 per cent. to their cost. The latest report for arrival are 7½ to 8 for apricots, 10 to 12 for peaches and pears of good brands and standard quality. Since the commencement of the season extra fine packs have advanced 5d per case, and the tendency is still slightly upward.

POWDERLEY and Cross, American Immigration Commissioners, who are now in England, have discovered evidences of systematic shipments of pauper children to America from Liverpool. Two hundred have just been sent over to this country in care of a matron. It is said that the English government will cooperate with ours in putting a stop to such traffic and that American inspectors will be appointed at all English ports. The evil effects of unlimited immigration to this country are already becoming very manifest in our prisons, our insane asylums, our workhouses and our schools. As a simple matter of self protection, the United States must control the character of the immigration which reaches its shores.

THE COMMITTEE OF INVESTIGATION OF THE AMERICAN PSYCHICAL SOCIETY, formed to test modern spiritualism, has been attending some seances in Lowell, Mass., at which the telegraph informs us, the officiating medium caused canes and chairs to dance about in an unaccountable manner. The non-spiritualistic world will find it difficult to accept the doctrine until disembodied spirits do something more useful and sensible than to make furniture jump.

A GOVERNMENT EXPEDITION has been exploring Death Valley and discovering many interesting things in geology, natural history and so forth. It has also discovered some springs, the location of which was unknown, and which, had they been known, would in all probability have saved

the lives of many who have perished miserably of thirst in that desert within a few hours' walk of water. Why cannot a part of the money devoted to this expedition be put to some practical and benevolent use by marking all the springs with large signs, visible from a distance, and also placing sign posts on the most traveled routes, indicating the distance to water and the direction. This would cost very little and might save many lives. If the Government cannot do the work, the county authorities might venture to do so much.

HUNGARY certainly furnishes a brilliant example of the good side of government ownership of railroads. There, under the "zone" system, the rates are now so low that it costs only \$1.92 to travel a distance equal to that between New York and Chicago. A system of tickets somewhat like postage stamps has been adopted, which travelers can use on all the lines, and with which freight can also be prepaid. The saving is enormous, and the people get the full benefit of it.

THE poachers in Bering Sea are likely to catch trouble instead of seals on all sides. Not only the United States and England, but Japan also is on the look-out for them. The latter government has sent one of its fastest gunboats into the Japan Sea to head off apprehended raids from the sealing fleet that is being driven out of Bering Sea.

THERE is some talk of a railroad to Bear Valley. It is possible that we may see railroads both to Wilson's Peak and Bear Valley before one is completed into the Yosemite. That would be quite a victory for Southern California, and would undoubtedly attract many tourists to those beautiful mountain resorts.

IRRIGATION has attained to such importance on the Pacific Coast that it already has a publication—the Irrigation Age—devoted to the subject. The issue for August contains articles on irrigation in Utah, New Mexico and Kansas, also a paper entitled "California's New Boom," by T. S. Van Dyke.

W. S. O'BRIEN accuses Lord Salisbury of taking advantage of a technicality to drive him out of public life.

UNREST.

Dark, dark, dark, had been the night, and throughout all these awful hours. No star had shown in that vast firmament. As morning came, the black clouds rolled like billows of the ocean.

The sea itself lashed the white sands of the beach in restless fury.

And foamed and frothed like a raging bull. The great rocks that stood upon the ocean's edge.

Were awful in their stillness. While all the elements about them were cursing in their madness.

All there was of life in that scene of unrest. Was a sea-gull, which with outstretched pinions, swept the water's crest.

HANDCUFFED HIMSELF.

How a Young Man Came to Wear Handcuffs All Day.

One morning this week, says the Downey Champion, a washing-machine agent, who, by the way, is a very agreeable young man, and who does not mind doing a good-sized family washing to show up the merits of his patent washer, appeared at the residence of Constable James Brookshire, bent on disposing of one of his machines to the constable's family. After a brilliant burst of eloquence in favor of his machine, the agent took a breather, and, by way of pastime, took down a pair of handcuffs that were hanging in the room, and, after examining them attentively for a few moments, slipped one over his wrist. Just then the constable came in. He happened to be of the spring-lock pattern, and he soon discovered that they were on to stay.

Mr. Brookshire was away, and Mrs. Brookshire had no key, so there was nothing to be done but quietly await Brookshire's coming. From 10 a. m. until 5 p. m. the bracelets adorned the young man's wrists, much to the amusement of the household, and a number of callers who, on such unpropitious occasions are sure to call. On Brookshire's return he found that evening he was astonished to find a prisoner so eager to make his acquaintance.

NO WATER.

Another Big Fire in the Hill District.

At 11:15 o'clock, a warning alarm of fire was turned in from the hills for a fire on the corner of Alvarado and Temple streets. The fire broke out in five little frame dwelling houses, and as there was no water the department could do nothing, and all the buildings were quickly consumed. It seems that there is a determination to wipe out this section of the city while water is scarce.

The cottage nearest Temple street was occupied by Mrs. Goodale, who lost her furniture, etc. The next cottage was occupied by Mrs. Richards. She succeeded in saving a portion of her household effects. The third cottage was occupied by Mr. Heston, a tailor, and most of its contents was destroyed.

The dwellings are owned by a gentleman named Whiting, who resides in the East.

The Rose Mine.

The Rose mine, which was recently purchased by D. A. Wheeler and others, says the Times-Index, is showing fine prospects. One assay has been made, which gave a total value of gold and silver of over \$168. The assay also showed the presence of 30 1/10 per cent. copper. This was previously supposed to be iron. The new shaft is down forty-five feet, and a crosscut will be made from the old shaft so as to furnish better air. The ledge is showing very rich prospects. There is no telling what the depth of the ledge is, as it dips off from the forty-five-foot level. A chunk of ore weighing twenty-five pounds was taken out which showed gold all through. A carload of ore will be sent to El Paso for a test. Mr. Wheeler will accompany this carload, and will take samples to Denver. As soon as he returns and it is decided which will be the best, reduction works will be put up.

Rare Metals.

Some rare metals, possessing special qualities, are required for certain work. Thus palladium is used in making some parts of timepieces, and iridium for the points of gold pens.

Lithium is the lightest of metals. Rhodium is extremely hard and brittle, and is only fusible at a very high temperature; and iridium is the heaviest substance hitherto discovered. The uninitiated have no idea of the value of these products, which are most of them far more precious than gold or silver.

The organ of Mormonism in Utah says: "Utah is Democratic, and overwhelmingly so." It will not astonish the world if such should prove true, but Republicans of Utah will make a strong fight.—[Chicago Inter Ocean.]

CHURCH ROOF OF GOLD.

Dr. McCook's Tabernacle was a Wealthy Cathedral.

(Philadelphia Record.)

Three thousand dollars for an old tin roof would be a pretty steep price, but the man who gets the battered roof from the old Tabernacle Church, at Broad street and South Pennsylvania, which is now being torn away, for that sum, will be in great luck. Every year ago the paint was scraped off the old roof and yielded \$5000 in fine gold. It is almost certain to yield as much this time. The gold comes from the Mint.

When gold is being coined a considerable quantity of it volatilizes and is smoked through the chimney, and as soon as it reaches open air it falls. Much of it strikes the roof of the Mint, so much of it that the officials save even the water that falls upon it during a shower. All the drains from the roof are connected with large vats in the cellar of the Mint. The water is finally gets to the sewer it is strained through many blankets and sieves, which retain the gold.

Notwithstanding all these precautions, the gold that is annually washed into the Delaware from the Mint is worth thousands of dollars. Every particle of dirt swept up about the Mint is carefully stored away with the washings from the roof, and once every year it is sold to the highest bidder, as it cannot be used at the Mint.

George W. Gould's Life.

[To the Editor of THE TIMES.] In your issue of the 30th of July appeared the following telegram of the Associated Press from New Orleans, which, of course, entered into the expenses of journalism:

MARTHA D. WASHINGTON DEAD.

NEW ORLEANS, July 29.—The Playhouse's Dennison (Tex.), special says: "Martha D. Washington of this city, widow of the late Dr. Washington, died here today, aged 71. Deceased was the wife of a grandson of the illustrious father of our country and perhaps the most direct descendant of her country and this city contains a sword, several letters and other articles belonging to Gen. Washington."

Martha D. was evidently an amiable person of some importance in the neighborhood, but entirely fictitious in the importance lent by the statement that "deceased was the wife of a grandson of the illustrious father of our country and perhaps the most direct descendant." If there was any prominent character about George when a boy, it was that he wouldn't lie—even about his little hatchet. When he became a man he was even more noted for his truthfulness, and if he could return to this world he would pronounce the main statement in that telegram a "very serious and unconscionable whopper." For George Washington never had any children whatever, so that it was impossible for him to have any descendant, direct or indirect. Washington married the widow Custis, who did have children by her first husband, and her children did have descendants.

As a person of this subject, there has been floating around the exchanges a long item which in truthfulness is on a par with the above. That item gave a number of the leading statesmen, philosophers, poets and generals of the sixteenth century, eight hundred and nineteen centuries, who have not a single legitimate descendant. Among these Byron was mentioned as not having any one who bore his blood in his or her veins. This is a great mistake. On the second of July, 1815, Byron married Anne Isabella, only daughter of Sir Ralph Milbank (Noel), Baronet. From this marriage was born Byron's daughter Ada, who in due time was married to William King Noel, Viscount Oakham, who in 1838 became a peer with the title of Earl Lovelace.

Ada Byron had only one son, and a daughter. The elder son, with the title of Viscount Oakham died some thirty years ago. He was out of his mind for years before his death. The daughter married, and is known as Lady Blunt, who has traveled much in Arabia, etc., is very capable, and her tastes, has written books of travel and much about horses, is an authority on the Arabian horse—in short, is recognized in England as a strong character. Lady Blunt has quite a number of children. Lady Lovelace's youngest child is Lord Wentworth, who has been twice married and also has children. So that Lord Byron has no less than about eight legitimate descendants—grandchildren—and, for aught I know, has great grandchildren, for both Lady Blunt and Lord Wentworth have children of a marriageable age. Lord Wentworth is 52 years old. J. C. F.

The Conquest of California.

COLTON, August 1st.—Mr. Editor

—DEAR SIR: In answer to Mr. Blair's peace of July 28 I will say if California was not taken by conquest then there is no way to get it except by conquest. I am not a conqueror, but I am a soldier, and I know something of the year 1848 on his rode to Los Angeles he started with a flaming torch in his hand and ranches that he came to and found no body at home he had them set on fire and burned up. Daniel Sexton was sent by Com. F. Stockton to hunt Fremont and I found him in due time and I know something about him and his acts in California. I spent seven hundred dollars of my own money in the conquest of California and don't moan hard and dangerous work than any other one man and what did I get for it a Land grant to hunt Fremont from his proper position to cover my Tin mines and I myself driven from my home by fraud and the graves of my children plowed up, I do not think there is as much honor in the supreme court of these United States as there is in a Den of Rattle snakes I remain yours with respect

DANIEL SEXTON.

Booming Marysville.

[Marysville (Kan.) News.]

The chigger may chig with all its might, and the mocking bird mock and sing, but the Kansas crops take the cake and corn, you bet, is king. The cricket may crick and the froglet frog, and the farmer may chant his strain, for the Kansas crop is always on top—when there's plenty of rain. The chin h bug may ching, and the grasshopper hop, and the hot winds make you tire, but if any one says there are such things here, just call him a horrible liar. Oklahoma may boom, and Texas howl, and Missouri shoot off her chop—but this is the place to get a home and raise a great big crop.

Sugar Men Coming.

[Anahelm Gazette.]

A delegation of eastern sugar men will arrive in this State about the middle of next month, on a visit to the Quino sugar factory, near the enterprising San Diego people have tendered them accommodations at the Coronado Hotel and will show them over their back country. It would be a splendid thing if we could show these easterners what we can do in beet raising. As they are desirous of seeing the country, we suggest that an invitation be tendered them to stop here for a day, and that their attention be called to our advantages.

A BALLROOM AFFRAY

A Drunken Bully's Escapade Costs Two Lives.

A Gang of Italians Butcher an Entire Family in Virginia.

The Garfield Stake to be Run at Chicago This Month.

Seventh Day Adventists in Tennessee Must Observe Sunday—Stray Notes from Beyond the Rockies.

By Telegram to THE TIMES.

DURANGO (Colo.), Aug. 2.—[By the Associated Press.] At a ball in the Blue Mountains July 24, a terrible tragedy occurred. A tough character named Tom Roach insisted upon dancing. He was drunk and was armed with a knife and six-shooter. He was told that the sets were all full and was requested not to interfere with the persons already on the floor, but he declared that he would dance and took hold of a gentleman and attempted to remove him from the floor. This was resented and the parties became engaged in a scuffle, when a young man named Frank Hyde attempted to end the disturbance. Roach turned on Hyde and viciously stabbed him with his knife, inflicting dangerous wounds. Roach left the room but continued to act in a disorderly manner. A cowboy named Billy McCord tried to pacify Roach by going out and talking to him. This seemed to enrage him more than ever, and drawing his gun he killed McCord.

By this time excitement was becoming intense. As no one was armed, the people were almost panic-stricken. A boy slipped away to a house near by and, securing a Winchester, returned, took aim and fired, but missed Roach and killed Mrs. Walton, an estimable woman living in the community. By this time confusion reigned upon all sides and terror reigned supreme. In the excitement Roach left the place and has not been seen since. The entire community is searching for him. Much sorrow is felt for the death of Mrs. Walton and McCord, both of whom were well-known and respected.

A FAMILY BUTCHERED.

Bloody Deeds of a Gang of Drunken Italians.

LOUISVILLE (Ky.), Aug. 2.—[By the Associated Press.] The Courier Journal's special from Cattlesburg, Ky., says: "In Wayne county, Va., Friday night a Mr. Bromfield, his wife and five children were murdered by a party of Italian railroad laborers. The Italians were employed on the Norfolk road. On Friday night about fifty of them got drunk. Going to the home of Bromfield, who was reported to have much money, they demanded admittance. With rails and clubs they began their attack. Bromfield and his two half-grown sons made a brave defense, but seem to have had no arms. Their assailants broke in the doors and windows and put Bromfield and the boys to death with clubs. They then cut their throats and stabbed them repeatedly. They next seized the wife and two young children and put them to death. After searching the place for valuables they burned the house to the ground. It is said that the enemies of Bromfield incited the Italians to the murder."

A SABBATH DECISION.

Seventh Day Adventists Must Keep Sunday.

MEMPHIS (Tenn.), Aug. 2.—[By the Associated Press.] United States District Judge Hammond has handed down his decision in the now famous case of R. M. King, the Seventh Day Adventist, who was convicted years ago of Sabbath breaking by plowing on Sunday. The State Supreme Court affirmed the sentence, and then the Adventists and National Secular Association took up the case, engaging Don Dickinson as counsel to argue it before the Federal Court. By Judge Hammond's decision, the defendant is remanded back to the custody of the Sheriff to serve his sentence.

The decision is based not so much on the constitutionality of the Sabbath clause, as upon the fact that King was convicted under due process of Tennessee law, and that it is not in the province of a Federal court to review the case. Judge Hammond rules, however, that if man has set Sunday apart in due form by his law for rest it must be obeyed as man's law, if not as God's law.

THE GARFIELD STAKE.

A Great Race to be Run at Chicago This Month.

CHICAGO, Aug. 2.—[By the Associated Press.] The managers of the Garfield Park Racing Club have decided to make a \$10,000 purse, which will be run August 22 as an annual event, and it has been given the name of the "Great Garfield Stake." Entries close August 8. The following are probable starters: Tenny, Longstreet, Kingston, Eon, Bar Chief, Kingman, Proctor Knott, Marlon C, Verge d' Or, Racine, Michael, Donatello, George V. Hankins, one of the club's managers, went East today to further perfect arrangements. He expects to return with the entries of most or all the eastern cracks.

A CYCLONE.

It Partly Destroys a Town in Indian Territory.

CHECOTAH (I. T.), Aug. 2.—[By the Associated Press.] A cyclone struck this town last night shortly after 11 o'clock, doing many thousands of dollars' damage to growing crops and destroying several buildings. The drug store of C. G. Moore is a total loss, as are also the new three-story cotton-gin of Lafayette & Bro., the residence of Peter Frazer and the wagon shop of H. H. Collins. The large general store of Lafayette Bros. was damaged. Several animals were killed, but as far as known no persons were seriously injured.

Blaine Steadily Improving.

BAR HARBOR (Me.), Aug. 2.—Secretary Blaine is steadily improving in health. Though seldom seen in the village he takes various drives about the island and indulges regularly in long walks.

Worms Destroying Forests.

BRADFIELD (Pa.), Aug. 2.—Potter county is alarmed, and with good cause, over the ravages of a worm that is destroying foliage and killing off hemlock timber. A remarkable scene

is presented in the "choppings," where the bark peeler is at work. The worms are swarming about by millions, while on all trees from Coudersport to Port Alleghe, miles and miles of trees are turning brown, and ruin is threatened to the vast lumber interests of that section. A crisis confronts the whole population of the entire hemlock region of New York and Pennsylvania, as the worms are steadily advancing and spreading, and owing to their great numbers, are working destruction with indescribable rapidity.

YAQUI WARFARE.

MEXICAN TROOPS AMBUSHED BY THE INDIANS.

Twenty-three Men Killed in a Vain Encounter with Unseen Foes in a Narrow Canyon.

CHIHUAHUA (Mexico), July 30.—[Correspondence of THE TIMES.] Ignacio Yarra, a prominent merchant of Hermosilla, a small town lying at the foot of the mountains about fifty miles northwest of this city, is here. He says that the people of his section are having much trouble with the Yaqui Indians. This tribe is one of the fiercest in the whole republic and has never been subjugated. The home of the Indians is in the almost inaccessible mountain fastnesses, and they bid defiance to all the troops that can be sent against them. These Indians number about three thousand, and have been at war with the whites ever since the Spaniards first came to this country. They are a large-bodied people and are intensely war like, living entirely off their neighbors. From their mountain home they descend into the valleys and leave a trail of blood behind them. It is estimated that within the past five years they have killed over four hundred people and have stolen hundreds of thousands of dollars' worth of plunder. They will not stand to fight the troops, but flee to the mountains, which they have rendered almost impregnable, and there are lost to their pursuers, who are in constant fear of ambush.

Yarra says that about a month ago a young lieutenant determined to follow the savages and gave chase after they had made a particularly bloody raid. The Indians killed seven men and carried off four women when they went back. The lieutenant was given the lieutenant's rank twenty men, and started in pursuit, being only three hours behind and traveling light while the Indians were encumbered with the captured stock which they were driving. On arriving at the foothills the troops proceeded carefully, sending out an advance guard and watching the cliffs closely.

As they went deeper into the mountains the trail led directly between two frowning walls into a cañon which was so narrow that the light of day scarcely penetrated it. After consultation it was decided to send two companies over the other side, and appear on the scene of ambush. These men followed the trail through the cañon to an open park which spread out in the heart of the mountains. Far out in this opening they saw the feeling Indians harrying toward a village which nestled in the foothills on the other side. The scouts hastened back and made their report, and the lieutenant determined to push on and attack the village. The whole party went into the cañon, but had gone only a short distance when one of the soldiers in the rear on glancing up at the frowning walls, saw an Indian looking over the edge. He at once gave a shout of warning, and ran back to the entrance as fast as he could. The warning was too late to benefit his companions, for as soon as the cry was given a mass of

NEWS FROM ABROAD.

The Franco-Russian Alliance Affirmed by Some

And Vigorously Scouted by Other Newspaper Correspondents.

Parnell Receives an Old-time Ovation by Thurlow Peasants.

O'Brien Complains that Salisbury Played a Sharp Trick by Throwing Him into Bankruptcy—Notes.

By Telegraph to The Times.

LONDON, Aug. 2.—[By Cable and Associated Press.] The Times' St. Petersburg correspondent reports a rumor that the czar has already approved, and the ministers have signed, the draft of the treaty brought to Russia by Admiral Gervais of the French squadron.

The Standard's Vienna correspondent scouts the idea of a regular alliance between France and Russia, but thinks Admiral Gervais discussed with Russian officials the details of possible cooperation on the part of the Russian and French fleets. The correspondent points out that it would be impossible for larger ironclads to pass directly through the sound into the Baltic. Admiral Gervais found that he had to take the route of the great belt and to pass the Gulf of Mecklenburg. This in time of war would expose a fleet desiring to assist Russia, or Russian vessels wanting to attack the German coast, to an encounter with the German fleet in Kiel Bay.

PARNELL NOT QUITE DEAD.

A Demonstration in His Honor at Thurles.

DUBLIN, Aug. 2.—[By Cable and Associated Press.] There were triumphal arches in the streets of Thurles today and numerous buildings were decked with flags and evergreens because of the Parnellite meeting held there, which was enthusiastic and largely attended. Parnell's hearers were chiefly from the rural districts. As Parnell was driving to the place of meeting, his horses were detached from the carriage by men in the crowd and the people dragged the vehicle to the market square.

In his speech Parnell reaffirmed his distrust of the Liberals and said his policy would not change. He would keep his hands unfettered until it was seen how the Liberals kept their pledges. He would warn Dillon and O'Brien that they were following a dangerous course.

O'BRIEN'S COMPLAINT.

He Accuses Salisbury of Sharp Practice Toward Him.

LONDON, Aug. 2.—[By Cable and Associated Press.] A letter from William O'Brien is published in which the writer, referring to his being adjudged a bankrupt, reproaches Lord Salisbury for "taking advantage of a legal technicality" to drive him out of public life and prevent his appealing to the House of Lords. In conclusion O'Brien offers to submit the matter to the arbitration of any three members of the House of Commons, whom Lord Salisbury himself may select, and abide by their decision.

FOREIGN NOTES.

The Kaiser Conducts Sunday Services on his Yacht.

BERLIN, Aug. 2.—[By Cable and Associated Press.] A dispatch from Drontheim says that Emperor William today conducted divine service on board the imperial steam yacht Hohenzollern. Later in the day the Hohenzollern sailed from Drontheim southward.

Another dispatch from Drontheim says that Emperor William has so far recovered from the effects of his fall that he will soon be permitted to walk.

JEWISH REFUGEES.

BERLIN, Aug. 2.—Fifty-four hundred Russian Jews arrived at Hamburg last week.

THE CLEARING HOUSE.

A Comparison with Last Year for the Principal Centers.

BOSTON, Aug. 2.—[By the Associated Press.] The clearing-house statement for the past week, with the per cent. of increase and decrease over the same period last year, is as follows:

Cities.	Amount.	Per cent. inc.	Per cent. dec.
New York.....	\$15,947,000	19.7	
Boston.....	82,755,000	14.5	
Chicago.....	78,101,000	9.5	
Philadelphia.....	51,591,000	18.9	
St. Louis.....	20,749,000	4.2	
San Francisco.....	17,898,000	4.2	
Baltimore.....	18,278,000	3.7	
Cincinnati.....	10,784,000	1.8	
Pittsburgh.....	11,840,000	23.1	
Minneapolis.....	4,848,000	6.1	
Omaha.....	3,949,000	12.7	
Denver.....	3,740,000	93.8	
St. Paul.....	4,507,000	13.8	
Galveston.....	3,024,000	28.1	
Portland (Or.).....	1,701,000	10.0	
Salt Lake.....	1,588,000	2.7	
Seattle.....	736,000	30.9	
T. coms.....	4,808,000	4.9	
Los Angeles.....	926,000	12.3	

Total gross exchanges for the principal cities of the United States and Canada for the week, \$923,988,000. Decrease, 14.8 per cent. as compared with the corresponding week last year.

MYSTERIOUS CRIME.

A Young Girl Murdered on Long Island.

GLENDALE (L. I.), Aug. 2.—[By the Associated Press.] To add to Long Island's already long list of crimes, another mysterious murder was revealed in this village today, that will probably, like many others, never be solved. The victim this time is a pretty young woman about 20 years of age, with dark hair and eyes, and of petite figure. The horrible crime was discovered this morning by a man picking blackberries in the swamps.

The body was found near a dwelling in the course of construction. Marks of finger and thumb nails on the throat of the girl left no doubt that she had been murdered by being choked. The neck bore five abrasions and on the left side of the throat nails of four fingers had cut into it and the thumb nail had penetrated the skin on the right side. The vital organs were in a normal condition. The clothing of the girl was in perfect order when the body was first discovered and there

was nothing to indicate that any struggle had taken place. Hundreds saw the dead girl today but none knew her.

A WELCOME STORM.

Rain Comes to the Relief of Parched Texas.

SAN ANTONIO, Aug. 2.—[By the Associated Press.] The terrible drought prevailing in Southwest Texas for nine weeks, was broken last night by a storm, followed by a drenching rain. Only two showers have fallen for nine weeks in the vast area south of San Antonio for 200 miles and west for 400 miles. Cotton bolls had begun to drop from the stems. The corn crop was ruined and cattle ranges had been parched. Appalling destitution had prevailed for two weeks past along the Rio Grande from Progreso to Cameron county. In Hidalgo and Starr counties many cattle died from want of grass. The country is now destitute on account of three annual droughts, and the lawlessness of a semi-civilized condition prevails. Last night's storm was very severe throughout the country.

IN A MOB'S HANDS.

DARING OUTRAGES BY FOREIGNERS AT OMAHA.

They Seize the Smelting Works and Force all Hands to Quit—The Police Powerless.

By Telegraph to The Times.

OMAHA, (Neb.), Aug. 2.—[By the Associated Press.] The trouble at the Omaha and Grant smelting works over the eight-hour day took on a more serious aspect today. The men have been working eleven and twelve-hour shifts and have many times agitated the question of shifts of eight hours each. When the eight-hour law went into effect on Saturday, the company demanded of the men to sign contracts binding them to work the same hours for the same pay as before. The men not willing to do this were asked to report to the main office of the company. Several did so report and were promptly discharged. This created much dissatisfaction and all last night mutterings of discontent were heard. A strong force of police was put on guard at the works and trouble was averted at the time.

At 7 o'clock tonight the day-shift men assembled at a hall in "Bohemian town" and there, in Bohemian, Polish and other foreign tongues, discussed the question. When liquor and oratory had sufficiently aroused the men they marched in a body to the works and drove men from the furnaces and other parts of the buildings. The police there could do nothing with the mob.

OMAHA, Aug. 3.—By 1 o'clock this morning everything was quiet and all the men had quit work and left the place. No one was injured, though the mob at one time threatened reporters with violence.

The fires in the furnaces were left to take care of themselves, and many of the cupolas will be chilled.

IGNORANT FANATICS.

At a Methodist Church Dedication at Durango, Mexico.

A letter from Durango, capital of the state of Durango, says that on Sunday, July 5, the corner stone of the new Methodist Church was laid in the presence of the American residents and a throng of Mexican converts.—Revs. S. G. Kilgore, A. Delon and Rollout officiating. Several Catholic priests were among the spectators who crowded the streets. Suddenly while a hymn was in progress, some dusky fanatic threw a stone. It seemed to set the Catholic peasantry crazy, and in a moment the air was full of missiles. It was impossible to avoid them. There was no shelter. Mr. Viggers, an American, was hit and spun half a round. Rev. Kilgore faced the crowd and said in Spanish: "My friends, you know not what you do; we ask but the liberty to worship God in our own way; for the sake of that gentle Christ in whom we all believe, suffer us to proceed in peace."

A pebble grazed his cheek, and the shouting of the crowd drowned anything further that he would say. He stood and faced them. A stone weighing about a pound struck him on the head and he fell senseless. A detachment of police dispersed the crowd before further damage was done. The American residents of Durango will call upon their Government for protection. There has been no further disturbance, but the more ignorant of the Roman Catholics are much excited, and declare no service shall be held in the new church.

Weed P. ts. [Pomona Progress.]

Prof. Hilgard, in a recent lecture before the State Horticultural Society on "Weed Pests," showed that nearly every pest of the kind with which we have to contend in California has been imported, the same as our scale bugs and other insect enemies, there being very few native weeds in California which might be regarded as serious enemies to the farmer and fruit grower.

Among the worst of the imported weeds he mentioned the black and yellow mustard, the common radish, large fennel, the chess or rye grass, the plantain, meadow lark clover, malva, dog fennel, burr clover, tar weed, poison chickweed, American thistle, foxtail, morning glory, etc. The one remedy which he suggested for all these weeds was constant cutting for at least one season to prevent any of them from making sufficient growth above the ground to mature their seeds. Most of them are annuals and can be destroyed in this way in one season. He stated that there was no application that could be made to the land that would destroy them which would not also unfit the land for profitable crops.

Maj. McKinley will make a pitiful wreck of that free trade and free coinage platform with a few sledge hammer blows of protection logic.—Detroit Tribune.

GILA MONSTER on exhibition at Kan Koo

GOOD ROADS IN TIME OF WAR.

John Gilmer Speed Suggests a Comprehensive Scheme of Improvement.

"In time of peace prepare for war," is the rule which modern governments are obliged to follow, notwithstanding all the efforts of the peace societies, the influences in favor of settling international differences by high courts of arbitration and the teachings of the churches. If a nation have not the means to defend itself it is very unlikely that any other nation will be restrained by more considerations of equity and justice from compelling the weaker to do what the stronger wishes. It is therefore necessary to be always preparing for some kind of conflict. In Europe the war footing which is kept up has entailed upon taxpayers burdens which it is almost impossible for them to bear, but there seems to be no way to escape from the necessity to be always prepared.

In this country this necessity is not brought home to us face to face every day, and the danger from neglect would probably not be so great as in any of the European states. But still the necessity exists, and we have always recognized it by maintaining a regular army and navy and by keeping in a greater or less state of efficiency organizations of citizen soldiery in the various states.

We are not a warlike people, but we have in our brief history had our full share of war and we have no right to suppose that we shall never again have to face a foreign foe. In the wars we have had, the military commanders have not had to contend with any more serious hindrance to the movements of their armies than the wretched roads which have been compelled to do service for interior communication. Not only have these roads hindered the commanders and prevented the carrying out of plans, but they have entailed upon the individuals—the men of the ranks—the armies an untold amount of hardship and suffering.

Our railway lines have been enormously extended, and there are few sections of the country not penetrated by such highways. These are invaluable in time of war, but they do not take the place, when a real campaign has begun, of the common country roads. Over these the heavy trains must be drawn, and over these also must go the artillery. There are very few roads in the country at all adequate for such hard service. During the civil war the mortality from gun shots was not nearly so great as from sickness. Indeed, I believe there were three men who died in the hospitals from diseases incident to the hardships of army life to one who was killed in battle. This great mortality was doubtless more than double what it would have been had there been such good roads in the sections fought over that the men might have been better sheltered and better fed during their campaigns.

"The constitution of the United States says that the general government shall have power to establish post roads, and it also says that it shall provide for the common defense. With this authority I think it perfectly clear that the United States has the right to build and maintain roads which shall at the same time serve as routes over which to take the mails and for military purposes in time of war. It is pretty generally conceded that we can never expect to have a much better system of roads than that at present if we have to depend entirely upon local effort to build and maintain new and improved highways. At the same time we can never expect the general government to take hold of the matter unless the people themselves show an earnest interest in the matter.

Should the government take such action it will have a double warrant for so doing, as I have just indicated, for all highways in the country are post roads, or could be made so. And besides this the government would be doing a service to the people of immense value. The government educates young men to be officers in the army and navy; it makes appropriations to assist agricultural and mechanical colleges—both wise provisions of the law. By building national highways to be used for post purposes in time of peace and by the army in time of war the government would at once strengthen the military defenses of the country and directly benefit all of the citizens. I by no means suggest that the general government would do well to take charge of all the common roads of the country. That would be absurd. We had as well ask the general government to take charge of our local or even of our domestic and family affairs. What I do think should be done is this. I think the roads should be divided into several classes as the French roads are, and that they should be as follows:

First—National roads. These should be built and maintained by the general government and should be located with reference to military and postal requirements.

Second—State roads. These should be built and maintained by the several states and should connect the various localities of the states and be planned with reference to the national roads.

Third—County or neighborhood roads. These should be built and maintained by counties and townships and should be located with reference to the classes just mentioned.

If our common roads were improved by some such plan as this we should soon have them in charge of competent and educated engineers. The national roads would probably be in charge of army engineers. The state roads in charge of engineers graduated from the agricultural and mechanical schools and the neighborhood roads in charge of local men, who, once having had the example set them of how good roads are built, would be entirely competent to do what is usually necessary to be done in making a road of lesser importance. But each county should have an engineer to design the difficult work, determine upon location of routes and to inspect construction and repairs.

The burden of paying for these roads would in this way be so divided that it would work no particular hardship. It is not the country people alone who are interested in road improvement. We are all interested, and each of us should bear a portion of the expense of building and maintenance.

JNO. GILMER SPEED.

HOTEL del CORONADO

This truly superb establishment is undeniably the most

MAGNIFICENT SUMMER RESORT

IN THE WORLD.

And its attractions embrace such a great diversity of character as to be equally charming both to the invalid and the athlete. Its many in and outdoor amusements and recreations make it to the

Ladies and Children,

A PERFECT PARADISE OF DELIGHT

Sea Bathing
Boating
Fishing
AND
Yachting

Every day in the year

Agency and Information Bureau

208 W. FIRST ST.

In Nadeau Block.

T. D. YEOMANS, Agent.

TO INSURE GOOD HEALTH

DRINK

Coronado Mineral Water.

As a Summer Drink or for Table use

IN HAS NO EQUAL.

Clear, Sparkling and Delicious.

And its Medicinal Properties make its constant use a positive relief in all disorders of the Kidneys and Bladder.

Kept in Stock and For Sale by

SEYMOUR, JONES & CO.

ANDERSON & CHANSLOR, and

BOWEN, EDWARDS & VANCE,

The Leading Grocers.

H. J. WOOLACOTT, KEIFFER & CO.,

CALIFORNIA WINE CO., and FRED MOHR,

Wholesale Liquor Dealers.

F. W. BRADY & CO.,

Wholesale Drug House.

T. D. YEOMANS, Agent.

Agency and Information Bureau, 208 West

First Street.

Crystal Palace

136, 138, 140 MAIN ST.

OUR ANNUAL

CLEARANCE

SALE

Commences

JULY 8.

Look out for Bargains in

Crockery, Glassware, House-

hold Goods.

MEYBERG BROS.

AUCTION!

Matlock & Reed, General Auctioneers,

OFFICE: 220 W. Second st.

TUESDAY, AUG. 4, 10 A.M.

At 417 S. Hill st.,

Will sell the entire contents of the hand-

somely furnished 10-room house, comprising

Antique Oak and Walnut Bedroom Suits also

one fine Plush Parlor suit, an elegant double

Parlor Moquette Carpet; also 3000 Brussels

and Tapestry Carpets, Bed-room, Dining,

Settees, Center Tables, Chairs, Glassware,

Dishes, etc.

H. H. MATLOCK,

Auctioneer.

NEW PUBLICATIONS

Are now on exhibition of—

Etchings, Engravings and

Fac-similes.

—NOVELTIES IN—

Picture Frames

and Mirrors.

CIRCLE FRAMES

In Ivory, Gold and Antique Silver. NEW

DESIGNS to paint on for Artists

and Amateurs, at

Sanborn, Vail & Co.,

138 S. Spring st., Los Angeles,

San Francisco. Portland, Or.

PIONEER TRUCK CO.

NO 3 MARKET STREET.

Plane, Furniture and Safe Moving. Bag

gage and Freight delivered promptly to ad

dress.

Telephone 137.

THE W. H. PERRY

Lumber and Manufacturing Co's

LUMBER YARD AND PLANING MILL.

Commercial St. Los Angeles



Hotel Arcadia

Unquestionably the most elegant resort on the Coast.

HOUSE supplied with every convenience known to modern hotels. Beautiful ball

room! Passenger elevators! Inexpensive lights in every room!

—HOT AND COLD SALT BATHS—

Parties on beach (a carte) where will be served at all times the finest fish dinners

clam chowder, terrapin stews, etc. The cuisine will be the feature of the house.

COWLEY & BAKER, Props.

Voluntary Testimonials

—GIVEN TO—

DR. WOH,

The Eminent Chinese Physician.

Herbs and Medicines of Absolute Purity con-

stantly on hand and for Sale.

No Opium or Poisonous Drugs are used in

my Practice.

Dr. Woh's life work has been from early youth one of per-

sistent and untiring observation, study and investigation, as

fully set in his power to perfect himself in all branches of the

art of healing human sickness and disease. Born in China, of

influential parents, of a family whose ancestors have been for

generations deservedly renowned as leading physicians, Dr.

Woh naturally followed in the footsteps of his fathers. In China

he has practiced his profession for several years, being at one

time a physician in the Imperial Hospital, and in America for a

long time his great number of patients, his wonderful and

many cures, and the great list of letters from grateful and thank-

ful patrons now prove him to be a remarkable and successful

healer of sickness and all diseases.

For many years I have been troubled with

lung disease, which finally ended in asthma

and consumption.

I consulted with the best physicians I

could find but they did me no benefit, but on

the contrary I got worse and worse, until I

was told by one of them I could not recover.

Dr. Woh took me in this condition. He has in

two months' time entirely cured me. I

most cordially recommend him to all suffer-

ers.

MRS. F. WESSEL,

225 Boyd st., Los Angeles, Cal.

May 1st, 1891.

I have tried many doctors for heart disease

but have derived no benefit until Dr. Woh

the Chinese physician, of Los Angeles City,

prescribed for me.

Two months ago I began his treatment and

can now certify that he has done me great

IRRIGATION IN INDIA.

Where the Practice Probably Had Its Origin.

A SYSTEM OF REMOTEST TIMES

Where over Forty Million Acres are Now under Irrigation—The Secret of the Success Attained.

Like many another art of the greatest value to moderns, it is not improbable that irrigation had its birthplace in India. Certain it is that from the remotest times it has been extensively practiced, while systems of storage and diversion are still in use that have been in existence for thousands of years. At the present time there are upward of 40,000,000 acres of land under irrigation in India, and as the English government has taken an active part in fostering new enterprises for the diversion of water, as the best means of preventing or alleviating the periodical famines that prevail in that country, large additions are being constantly made to the irrigation domain.

In an address recently delivered before the American Society of Civil Engineers at Washington, Herbert M. Wilson described in detail the irrigation system of India, and a few of the more salient points are condensed therefrom:

There are three varieties of irrigation works in use in India. There are canals with a perennial flow, those that serve to utilize the surplus in seasons of heavy rainfall, and those that are supplied by storage-works. The streams which provide the perennial canals with water are far larger than any American rivers which are utilized for irrigation. The diversion of their waters is accomplished by masonry dams or weirs of massive construction, which are so arranged with sluiceways that there is no danger of damage during seasons of unusually high water.

Of all the irrigation systems in India the greatest is the Ganges Canal. Its head works are peculiar, the discharge of the river being much greater than the amount of water needed, and the current swift, while the bed is composed of bowlders to a great depth. It was deemed advisable to divert the water by means of a temporary bowlder dam into the Hindwar channel, and this is kept open and separate from the remainder of the stream by an elaborate system of river-training works. These temporary weirs—for there are three of them, one back of the others—are destroyed annually by the floods and rebuilt each year, this method being cheaper than to construct a permanent weir. This canal controls 10,440,000 acres, of which it irrigates 1,000,000, and has 450 miles of main canal, 269 miles of distributaries, 896 miles of escapes and drainage cuts, and its total mileage is 3910.

Each distributary would be a large canal in America, and has numerous masonry bridges, regulators and aqueducts along its line.

Another great canal system is that of the Sirhind Canal of Punjab. The diversion works consist of the usual weir with undersluices in it, and regulators at the canal head. In the first few miles the fall is great, and there are a number of drainage works, of which the Sirhind Superpassage carries 20,000 second-feet of water. Budki Superpassage, 80,000 second-feet of water. The main canal and principal branches are in all 4950 miles in length, of which 598 miles are main navigable canals. Its discharge is estimated at 7000 second-feet, though it generally carries only from 3700 to 4000 second-feet. The gross area commanded by the canal is 4,521,000 acres, of which 800,000 acres are irrigable. In the autumn of 1889 the duty of water per second-foot on the supply entering at the canal head was 119 acres, or \$113.

The total original cost of the works was \$12,000,000, of which, exclusive of cost of land and maintenance, \$400,000 was for headwork, \$6,000,000 for the main canal and branches, exclusive of \$2,100,000 for right of way and navigation works, and \$300,000 was for drainage and protective works.

For 800,000 acres of irrigation land the earthwork cost \$4 per acre—or our contract prices in the West being, say, 10 cents per cubic yard, there is but 4 cents—this earthwork would have cost us \$10.62 per acre. The masonry works, such as falls, weirs, regulators, and bridges, cost in all \$2,400,000, or \$3 per acre irrigated. Rubble masonry costs in India about \$3 per cubic yard. In the West it averages, say, \$6. Hence these masonry works would have cost us \$6 per acre.

In our works we would avoid the expense of the numerous masonry bridges constructed in India. Say one-third can be deducted for the cheaper material and less masonry work, and it would cost us \$4 per acre irrigated. Drainage works cost about 73 cents more per acre, or say in all the Sirhind Canal would have cost us \$15.35 per acre irrigated, against \$8 in India.

The water rates charged averaged 90 cents per acre irrigated; we would charge at least \$2, in some localities far more. As the cost of construction in America would be twice what it was in India, while the receipts per acre are more than double those of India, it is not improbable that under similar circumstances such a work, when partially utilized, would yield us 5 per cent., and when doing its maximum duty would realize 10 per cent. net profit on the capital invested, besides furnishing homes for many thousands of people and largely increasing the aggregate wealth of this country.

The chief inducement to canal enterprise in America has not been mentioned, because it does not exist in India. This is the increment in value of the land served by the canal. There is no such increment available to private enterprise in India, because the government is the sole owner of the land. Here, however, where land can be purchased for from \$1.25 to \$2.00 per acre, and when irrigated will sell for from \$40 to \$100 per acre, or bring an equivalent revenue, the increased return on an investment is obvious.

The great extent of this country, its topographical features, its enormous population, and the volume of its large rivers permit and require canals of length and section surpassing beyond all comparison any to be found elsewhere, unless it be in the single instance of the Imperial Canal in China.

The great Ganges Canal is arranged for navigation as well as irrigation, its aqueducts and embankments being built upon a scale which is unequalled in modern times. The canal was built and projected by the government. The other canals of importance in the northwestern provinces and the Eastern Jumna and the Bari Doab canals, carrying from 2000 to 3000 feet of water per second, and each several hundred miles in length. Passing from Northern to Southern India one

finds in the delta of the Canavery, the Godavay and the Kirtna rivers a comprehensive system of canals, no one of which, indeed, can compare in length or in dimensions with those just named, but which, taken together, irrigate very large areas in their respective deltas. These delta systems have enriched people and state alike. They have placed declining districts in a condition of high prosperity, and have produced this result in a very short time.

Under the care of the British government irrigation enterprise in India is making great headway. Among the systems that have been commenced and partially completed within a comparatively recent period are the Soan-skala and Bellary canals, from the Toombudda River, 350 miles long; the Soane, just completed, from the river of the same name, to carry 45,000 cubic feet per second, with a capacity to irrigate about 4,000,000 acres; the Sirhind Canal, from the Sutlej River, to carry 15,000,000; the Lower Ganges Canal, to carry 6000 cubic feet per second; the Orissa Canal, built by the East India Irrigation Company, all of which are very large enterprises, some of them rivaling the Ganges canal in magnitude and importance. To them may be added the Agra Canal, from the Jumna, and the Eastern Ganges Canal. All of these except two have been built or restored by the government, which owns all of them but one.

Many of the larger canals have been constructed for navigation as well as irrigation, the toll collected from from freight and passenger traffic forming one of the regular items of the annual reports. Tremendous engineering feats had to be performed at the head of some of the big canals, where the Ganges and other streams were tapped at the foot of the Himalayas. To carry the canal through certain districts the tracks of the mountain torrents had to be crossed in many instances. Sometimes the torrents had to be diverted in other directions and sometimes they were provided with broad channels of masonry to carry them peacefully over the head of the canals. Monkeys were had to be built across the big rivers where the supply of water is taken and the canal carried across broad streams and aqueducts. The Ganges Canal, for instance, crosses the Solani River on an immense aqueduct three miles long. The aqueduct consists of earthwork approaches, which carry the canal across the valley subject to overflow, and fifteen arches of masonry of fifty feet span each across the normal bed of the river. Over this aqueduct flows a stream 200 feet broad and twelve deep.

The financial results of the different systems form an instructive field of observation, as showing the value of the investment in the proportion of outlay that may be obtained from enterprises of the same general character in our country.

One canal system, for instance, known as the Canavery system, in the Madras Presidency, returns 81 per cent. profit per annum on the investment, and some of the smaller canals even more than this. On the other hand, many of the systems show an annual deficit, owing to the tremendous cost of construction and proportionately less cultivated land to supply with water. Taking the canals as a whole, however, they are a very good property, paying the shareholders on an average as much as 10 per cent. The tanks and ponds, it has been calculated, afford a revenue of about \$7,750,000. It may be noted, in conclusion, that in India the government is really the landlord, a circumstance which makes the obligation of irrigation peculiarly strong, and which at the same time insures a share of profit which could not inure to a private company.

LEMON CULTURE.

Its Requirements—Its Difficulties—Its Profits.

(Santa Ana Blade.)

H. K. Snow, of Tustin, is one of the leading citrus fruit growers of the valley, and is always on the alert for information that will assist him in preparing his citrus fruit for the market in the best possible shape. His lemon crop, which he is now busily engaged in picking, preparatory for shipment to the Chicago market, is perhaps the finest class of lemons ever seen in the valley, not because they are of a better variety of fruit, grown on better soil, or that the trees received more thorough cultivation, but the secret lies in the time or stage of ripeness and growth of the fruit in which it is picked, and the method of curing it. A partial description of his way of curing and preparing his crop appeared in yesterday's Blade, but believing a more detailed account would be of interest to the lemon growers it is herewith submitted: In the first place the lemons are picked when they begin to turn a rich green color, and are of the proper size. Each picker is provided with a pair of nippers or shears, which are to be used in clipping the fruit from the tree, instead of pulling it from the tree after the old style. A 14 inch ring is also furnished the picker, which is used in determining the size of the fruit that is to be picked. All fruit that will not fill the ring is considered too small or insufficiently matured to be gathered, and is left on the tree until the next picking. The next step is to take the fruit to a storehouse, where an even temperature can be maintained at about 60°. Here the fruit is packed in single layers, in trays which are stacked one upon another, and left to cure, which may take from three to four months, or they may be packed and shipped sooner if the owner prefers. The light should be excluded from the curing-house to secure the best results. After the fruit has been sufficiently cured it is taken from the trays, wiped off with a cloth or brush, assorted into a first and second grade and is then ready for the packers. A very pretty effect is produced by the use of colored tissue paper in wrapping the fruit. This is done by using, say, white paper for the first and third rows of fruit and alternating with red. An idea of the profits that can be derived from a lemon orchard by proper care may be gained by taking an estimate from H. K. Snow's six-acre grove of eight-year-old trees. Up to the present time he has picked about 1200 boxes, which is about two-thirds of the present year's crop. At the above estimate an acre would yield 20 boxes of merchantable fruit, which will bring this season an average of \$2.50 per box, \$750 per acre, or \$4500 for the six acres of lemons. Where else in the world can this be equaled?

Fruit is coming into market actively. The canneries and the fruit drying firms are buying both for present and future delivery. Berries are still yielding plentifully, and prices are probably as low as they will go. The canners are paying about 4 cents a pound for blackberries and strawberries, but find it hard to get raspberries for 7. The latter latter 10 cents. Apples are bringing from 12 cents to 14 cents for drying and canning, and peaches are not yet quoted.—Pasadena Star.

SHIPPING NEWS.

San Pedro, August 2, 1891.

The following were the arrivals and departures for the past twenty-four hours:

Arrivals—August 2, steamer Corona, Alexander, from San Diego and Newport, passengers and merchandise for S. P. Co. Aug. 2, steamer Eureka, Smith, from San Francisco and way, passengers and merchandise for S. P. Co. Aug. 2, steamer Falcon, Simm, from Avalon, Catalina Island, passengers and merchandise for W. T. Co.

Departures—August 2, steamer Corona, Alexander, for San Francisco and way, passengers and merchandise for S. P. Co. Aug. 2, steamer Eureka, Smith, for Newport, passengers and merchandise for S. P. Co. Aug. 2, steamer Falcon, Simm, for Avalon, Catalina Island, passengers and merchandise for W. T. Co.

Due to Arrive—August 3, steamer Eureka, Smith, from Newport, passengers and merchandise for S. P. Co. Aug. 3, steamer Falcon, Simm, from Avalon, Catalina Island, passengers and merchandise for W. T. Co. Aug. 3, steamer Corona, Alexander, from San Francisco and way, passengers and merchandise for S. P. Co. Aug. 3, steamer Eureka, Smith, for Newport, passengers and merchandise for S. P. Co. Aug. 3, steamer Falcon, Simm, for Avalon, Catalina Island, passengers and merchandise for W. T. Co.

Due to Sail—August 3, steamer Eureka, Smith, for San Francisco and way, passengers and merchandise for S. P. Co. Aug. 3, steamer Falcon, Simm, for Avalon, Catalina Island, passengers and merchandise for W. T. Co. Aug. 3, steamer Corona, Alexander, for San Francisco and way, passengers and merchandise for S. P. Co.

TIDES. Aug. 3.—High water, 9:36 a.m.; 8:30 p.m.; low water, 3:51 a.m.; 3:39 p.m.

In a Pook Bank. (Midsummer Poem.)

Take care of the dimes and you'll soon have \$4.90 that you can't lay a finger on.

U. S. Government—Official.

PROPOSALS FOR FORAGE.

Headquarters Department of Arizona, Office of the Chief Quartermaster, Los Angeles, California, August 2, 1891. To be received at this office, and at the offices of the quartermasters at each of the stations below, until 10 o'clock a.m. of August 4, 1891, and opened immediately thereafter in the presence of bidders for the purchase of forage for the use of the military and naval forces of the United States, as follows: For 100,000 pounds of alfalfa, 100,000 pounds of timothy, 100,000 pounds of clover, 100,000 pounds of lucerne, 100,000 pounds of vetch, 100,000 pounds of sorghum, 100,000 pounds of millet, 100,000 pounds of wheat, 100,000 pounds of barley, 100,000 pounds of oats, 100,000 pounds of corn, 100,000 pounds of rice, 100,000 pounds of peas, 100,000 pounds of beans, 100,000 pounds of lentils, 100,000 pounds of chickpeas, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 100,000 pounds of vicia, 100,000 pounds of faba beans, 100,000 pounds of broad beans, 100,000 pounds of horse beans, 100,000 pounds of fava beans, 100,000 pounds of chickpeas, 100,000 pounds of lentils, 100,000 pounds of mung beans, 100,000 pounds of soybeans, 100,000 pounds of lupines, 10



The City Council meets at 10 o'clock this morning.

There was a marked falling off in the number of Sunday drinks yesterday.

There was quite a falling off in the rush to the seashore yesterday, the temperature in the city being quite comfortable.

Do not fail to hear the boy preacher tomorrow evening at 7:30 o'clock at Temperance Temple, corner Broadway and Temple street.

Ah Wing, a Chinaman, was arrested yesterday morning by Detective Auble on a charge of selling lottery tickets. The headmen gave him a fine and released him.

A man named Newton Dutcher arrived in the city yesterday from Azusa and was taken to the police station for medical treatment. The man is partially paralyzed, and will be sent to the county hospital.

The Citizens' Water Company's pump at Yale and College streets was running last night, and there should have been an improvement in the water supply. It will take a day or two before the full effects of the increased supply are secured.

The monthly medal shoot of Co. C, Seventh Regiment, N.G.C., took place yesterday. Following in the score: Capt. Thomas Meyer, 42; Lieut. H. D. Alfonso, 26; Sergt. George Lamp, 41; Sergt. Sam Crawford, 41; Sergt. A. Hartranft, 37; Sergt. William Treat, 35; Corp. A. Casey, 33; Priv. G. W. Hood, 31; Priv. A. L. Shipley, 4; Priv. Schurz, 30; Priv. Fred Hopkins, 24; Priv. Washburn, 22; Musician Galer, 10; Musician Moore, 12.

NEWS AND BUSINESS.

The Weather.

U. S. WEATHER OFFICE, LOS ANGELES, AUG. 2.—At 5:07 a.m. the barometer registered 29.97; at 5:07 p.m. 29.94. Thermometer for corresponding hours showed 62° and 71°. Maximum temperature, 84°; minimum temperature, 61°. Partly cloudy.

Don't fail to hear the boy preacher tomorrow evening at 7:30 o'clock at Temperance Temple. Admission free.

There are undelivered telegrams at the office of the Western Union Telegraph Company for Dr. J. M. Lacey, Eva Alexander and Miss Gertrude Barrett.

PERSONAL.

E. Sandelbach of Chicago is at the Nadeau.

P. Alex Thomas of London, England, is a guest at the Westminster.

Walker Mc. D'Kall is registered at the Hollenbeck from London.

W. H. Barnes and J. W. Pettelo of Ventura registered yesterday at the Nadeau.

W. J. McCoy and John L. Truslow of Santa Barbara registered at the Nadeau yesterday.

S. Guggenbuhl of Buffalo, N. Y., is a guest at the Nadeau for a few days, and is a guest at the Nadeau.

F. C. Haines and wife of San Bernardino are in the city on a short visit, and are guests at the Nadeau.

Mrs. T. Hendry of San Francisco arrived in the city yesterday and is occupying apartments at the Westminster.

James Galen Clark of New Haven, Ct., and A. A. Smith of Chicago, are among the eastern arrivals at the Westminster yesterday.

Among San Francisco arrivals at the Hollenbeck yesterday were: George F. Baker, W. E. Walters, S. V. du Bois, H. Fleishacker.

The Needles is represented at the Hollenbeck by James P. Booth, J. B. McCabe and H. G. Shue. They are all happy to be away from the deserted city for a while.

Louis Funk, St. Paul; A. Berg, Chicago; E. Givings, Philadelphia; and Clyde B. Weatherwax, Aberdeen, Wash., were among arrivals at the Hollenbeck yesterday.

Rev. H. Billman, who has charge of the Indian school at Tucson, Ariz., is at the Hollenbeck, accompanied by his wife. Mr. Billman will remain some weeks in California.

HE WANTED TO DIE.

Tried to Commit Suicide Because of Family Troubles.

Yesterday afternoon about 4:30 o'clock Charles Lohmiller, who lives near the corner of San Pedro and Fifth streets, was taken to the police station, suffering from the effects of an overdose of laudanum taken by himself with suicidal intent.

Health Officer MacGowan and Dr. Murphy were at once summoned, and heroic treatment instituted to save the man's life. He became unconscious in a few minutes after his arrival at the receiving hospital, but the vigorous use of the stomach pump brought him to his senses, and plenty of strong coffee did the rest. He was soon able to walk, and with two strong young fellows to hold him on his feet, he was started on a quick tramp about the station, one of the assistants whacking him across the face with a wet towel to keep him from going back to sleep.

The treatment had the desired effect, and he was soon pronounced out of danger.

Lohmiller has been having trouble with his family, which was the cause of the attempted suicide. He has been married four times, the last time to a widow with a large family. Saturday night he went home, raised a disturbance and smashed some furniture. Yesterday he purchased three two-ounce phials of laudanum and took the contents of one of them, but was discovered by a neighbor named C. T. Todd before the poison took effect.

Young January Dead.

The San Francisco Chronicle of Saturday publishes the following:

"Derick A. January died suddenly at the Galindo Hotel, Oakland, yesterday afternoon of paralysis of the heart. The deceased had been drinking heavily lately and his sudden death was thus probably produced. He was 25 years of age and from St. Louis, where his parents are wealthy. His father having been a banker of that city. For several years he has been engaged in newspaper work on this coast, having been employed at different times on the San Francisco, Seattle, Tacoma and San Diego papers."

January was well known in this city, where he lived several months, during which time he worked on the various papers.

BARTLETT SPRINGS WATER cures where most remedies fail. H. Jevne, agent.

THE WATER from Bartlett Springs is a boon to suffering humanity. For sale by H. Jevne, 33 and 35 N. Spring st.

GET INTO THE "SWIM OF TOUCH" — Are you "in touch" with the times? If so, you ride on the front seat of the wagon of progress. If not, you are at the tail end of the procession, rudding along somehow. Are you in need of a vehicle and do you want "to get there?" Then by all means get into communication with Hawley, King & Co. They are in the "swim of touch" with the best styles and makes of buggy, carriages, phaetons and everything on wheels.

Yours truly, HAWLEY, KING & CO.

FOR MEDICAL PROPERTIES no water excels the Bartlett Springs. H. Jevne, agent.

California Straw Works, 204 S. Main st.

THE RAILROADS.

Mr. Robinson and the Atlantic and Pacific.

NEW ELECTRIC LOCOMOTIVES

Big California Grain Business—Blackening Southern Pacific Engines—General, Local and Personal Mention.

The resignation of D. B. Robinson as general manager of the Atlantic and Pacific road will go into effect on the 15th inst., to assume the duties of his new office as president and general manager of the San Antonio and Aransas Pass Railroad, with headquarters at San Antonio, Tex.

Nothing definite is yet known regarding his successor in the Atlantic and Pacific management, though it is looked upon as a settled thing that H. K. Wade have the place if he wants it. It is also said in some quarters that the jurisdiction of A. A. Robinson, vice-president and general manager of the Atchison, Topeka and Santa Fe, will be extended to cover the Atlantic and Pacific, in which case he would place an assistant manager in charge in Albuquerque. It has been said that in case Mr. Wade should take the vacant office the removal of the headquarters to Albuquerque to Los Angeles would follow, but this is controverted by those who profess to know that by agreement and terms of the company's charter, the offices and shops must be maintained in Albuquerque, and could be removed therefrom only at great sacrifice of property and rights. Mr. Robinson's departure from the Atlantic and Pacific arouses universal regret. The road was never before so well managed, and in less than three years he has brought it up from inefficiency to remarkable efficiency. He has been a solid, far-sighted and progressive friend of the Southwest and has done much for its development. It may not be generally known in Los Angeles how much Southern California is indebted to Mr. Robinson for its present prosperity. When there was nothing visible, except to the most far-seeing, in what is now the garden of America, and when the Santa Fe management was very dubious about extending its lines to that then uninviting section, Mr. Robinson made a thorough inspection of Southern California in 1881, forsook its position, and made a report strongly recommending that the railroad be extended thither. His statement of reasons was so clear, and the confidence in his judgment was so firm, that the extension was at once decided upon; and Southern California has that report to thank for her sudden awakening. Mr. Robinson has had a brilliant and always honorable railroad career. From the superintendent of the New Orleans and Mobile Railway (1871 to 1881) he became general manager of the Sonora Railway. After a year with that road he became general manager of the Mexican Central Railway, remaining in that position till 1886, and winning wide recognition. He was then for two years general manager of the Colorado Midland, and was summoned thence in 1889 to the general management of the Atlantic and Pacific. His ability was fully recognized by the Santa Fe Company, and President Manuel said this year that he would never leave the Atlantic and Pacific by their wish. Mr. Robinson's contract with the San Antonio and Aransas Pass begins September 15.

There is renewed activity among electric motor companies in matters pertaining to large motors for heavy work, such as switching freight in cities where smoke is objectionable and for elevated roads. Two of the largest companies here, the American Electric Works and the Chicago Electric Works, have solved the problem, says the Railway Gazette, and one of them will at once build a motor with a capacity ranging from 500 to 700 H. P. and a hauling power equal to any steam locomotive with 45,000 pounds on the drivers. This has been rendered practicable by recent improvements in motors, of which the slow moving armature and the subdivided field are probably the most useful for heavy work. Railroads in such cities as Chicago, where a city ordinance prohibits the use of locomotives that emit smoke in any considerable amount

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.

THE ACCIDENT AT SAN JUAN.

Engineer James Lynch, who broke his left leg near the ankle in jumping from his engine Saturday night, is being attended to by the Santa Fe Company's surgeon, and is doing as well as could be expected. A short distance below San Juan the earth on the sides of a cut had caved in and covered the track, forming a serious obstruction. The engineer and fireman of the northbound passenger train failed to see the obstruction until too late to stop the train, and their only chance of escape was to jump, which they did, the fireman alighting without breaks or bruises, and the engineer breaking his leg as stated. The engine plunged at full speed into the bank of earth, and penetrated it some distance. The passengers in the train were jarred and alarmed, but none were injured. The track was cleared yesterday, and all is in order again.

SCRAP HEAP.

John F. Fugate of San Francisco, who was recently appointed passenger agent for the Pacific Coast of the Lackawanna route, has been in Los Angeles for several days looking after the interests of his company.

When the new Western Railway & Denver is completed it will save 300 miles of travel between Denver and Los Angeles. The southern terminus of the line will be at Fort Wingate, on the Atlantic and Pacific. The officers of the company say that they will be ready to operate the Montezuma Valley division and introduce their coal supply in Colorado to the Pacific Coast coal trade during the coming winter.

There is renewed activity among electric motor companies in matters pertaining to large motors for heavy work, such as switching freight in cities where smoke is objectionable and for elevated roads. Two of the largest companies here, the American Electric Works and the Chicago Electric Works, have solved the problem, says the Railway Gazette, and one of them will at once build a motor with a capacity ranging from 500 to 700 H. P. and a hauling power equal to any steam locomotive with 45,000 pounds on the drivers. This has been rendered practicable by recent improvements in motors, of which the slow moving armature and the subdivided field are probably the most useful for heavy work. Railroads in such cities as Chicago, where a city ordinance prohibits the use of locomotives that emit smoke in any considerable amount

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.

THE ACCIDENT AT SAN JUAN.

Engineer James Lynch, who broke his left leg near the ankle in jumping from his engine Saturday night, is being attended to by the Santa Fe Company's surgeon, and is doing as well as could be expected. A short distance below San Juan the earth on the sides of a cut had caved in and covered the track, forming a serious obstruction. The engineer and fireman of the northbound passenger train failed to see the obstruction until too late to stop the train, and their only chance of escape was to jump, which they did, the fireman alighting without breaks or bruises, and the engineer breaking his leg as stated. The engine plunged at full speed into the bank of earth, and penetrated it some distance. The passengers in the train were jarred and alarmed, but none were injured. The track was cleared yesterday, and all is in order again.

SCRAP HEAP.

John F. Fugate of San Francisco, who was recently appointed passenger agent for the Pacific Coast of the Lackawanna route, has been in Los Angeles for several days looking after the interests of his company.

When the new Western Railway & Denver is completed it will save 300 miles of travel between Denver and Los Angeles. The southern terminus of the line will be at Fort Wingate, on the Atlantic and Pacific. The officers of the company say that they will be ready to operate the Montezuma Valley division and introduce their coal supply in Colorado to the Pacific Coast coal trade during the coming winter.

There is renewed activity among electric motor companies in matters pertaining to large motors for heavy work, such as switching freight in cities where smoke is objectionable and for elevated roads. Two of the largest companies here, the American Electric Works and the Chicago Electric Works, have solved the problem, says the Railway Gazette, and one of them will at once build a motor with a capacity ranging from 500 to 700 H. P. and a hauling power equal to any steam locomotive with 45,000 pounds on the drivers. This has been rendered practicable by recent improvements in motors, of which the slow moving armature and the subdivided field are probably the most useful for heavy work. Railroads in such cities as Chicago, where a city ordinance prohibits the use of locomotives that emit smoke in any considerable amount

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.

THE ACCIDENT AT SAN JUAN.

Engineer James Lynch, who broke his left leg near the ankle in jumping from his engine Saturday night, is being attended to by the Santa Fe Company's surgeon, and is doing as well as could be expected. A short distance below San Juan the earth on the sides of a cut had caved in and covered the track, forming a serious obstruction. The engineer and fireman of the northbound passenger train failed to see the obstruction until too late to stop the train, and their only chance of escape was to jump, which they did, the fireman alighting without breaks or bruises, and the engineer breaking his leg as stated. The engine plunged at full speed into the bank of earth, and penetrated it some distance. The passengers in the train were jarred and alarmed, but none were injured. The track was cleared yesterday, and all is in order again.

SCRAP HEAP.

John F. Fugate of San Francisco, who was recently appointed passenger agent for the Pacific Coast of the Lackawanna route, has been in Los Angeles for several days looking after the interests of his company.

When the new Western Railway & Denver is completed it will save 300 miles of travel between Denver and Los Angeles. The southern terminus of the line will be at Fort Wingate, on the Atlantic and Pacific. The officers of the company say that they will be ready to operate the Montezuma Valley division and introduce their coal supply in Colorado to the Pacific Coast coal trade during the coming winter.

There is renewed activity among electric motor companies in matters pertaining to large motors for heavy work, such as switching freight in cities where smoke is objectionable and for elevated roads. Two of the largest companies here, the American Electric Works and the Chicago Electric Works, have solved the problem, says the Railway Gazette, and one of them will at once build a motor with a capacity ranging from 500 to 700 H. P. and a hauling power equal to any steam locomotive with 45,000 pounds on the drivers. This has been rendered practicable by recent improvements in motors, of which the slow moving armature and the subdivided field are probably the most useful for heavy work. Railroads in such cities as Chicago, where a city ordinance prohibits the use of locomotives that emit smoke in any considerable amount

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.

THE ACCIDENT AT SAN JUAN.

Engineer James Lynch, who broke his left leg near the ankle in jumping from his engine Saturday night, is being attended to by the Santa Fe Company's surgeon, and is doing as well as could be expected. A short distance below San Juan the earth on the sides of a cut had caved in and covered the track, forming a serious obstruction. The engineer and fireman of the northbound passenger train failed to see the obstruction until too late to stop the train, and their only chance of escape was to jump, which they did, the fireman alighting without breaks or bruises, and the engineer breaking his leg as stated. The engine plunged at full speed into the bank of earth, and penetrated it some distance. The passengers in the train were jarred and alarmed, but none were injured. The track was cleared yesterday, and all is in order again.

SCRAP HEAP.

John F. Fugate of San Francisco, who was recently appointed passenger agent for the Pacific Coast of the Lackawanna route, has been in Los Angeles for several days looking after the interests of his company.

When the new Western Railway & Denver is completed it will save 300 miles of travel between Denver and Los Angeles. The southern terminus of the line will be at Fort Wingate, on the Atlantic and Pacific. The officers of the company say that they will be ready to operate the Montezuma Valley division and introduce their coal supply in Colorado to the Pacific Coast coal trade during the coming winter.

There is renewed activity among electric motor companies in matters pertaining to large motors for heavy work, such as switching freight in cities where smoke is objectionable and for elevated roads. Two of the largest companies here, the American Electric Works and the Chicago Electric Works, have solved the problem, says the Railway Gazette, and one of them will at once build a motor with a capacity ranging from 500 to 700 H. P. and a hauling power equal to any steam locomotive with 45,000 pounds on the drivers. This has been rendered practicable by recent improvements in motors, of which the slow moving armature and the subdivided field are probably the most useful for heavy work. Railroads in such cities as Chicago, where a city ordinance prohibits the use of locomotives that emit smoke in any considerable amount

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.

THE ACCIDENT AT SAN JUAN.

Engineer James Lynch, who broke his left leg near the ankle in jumping from his engine Saturday night, is being attended to by the Santa Fe Company's surgeon, and is doing as well as could be expected. A short distance below San Juan the earth on the sides of a cut had caved in and covered the track, forming a serious obstruction. The engineer and fireman of the northbound passenger train failed to see the obstruction until too late to stop the train, and their only chance of escape was to jump, which they did, the fireman alighting without breaks or bruises, and the engineer breaking his leg as stated. The engine plunged at full speed into the bank of earth, and penetrated it some distance. The passengers in the train were jarred and alarmed, but none were injured. The track was cleared yesterday, and all is in order again.

SCRAP HEAP.

John F. Fugate of San Francisco, who was recently appointed passenger agent for the Pacific Coast of the Lackawanna route, has been in Los Angeles for several days looking after the interests of his company.

When the new Western Railway & Denver is completed it will save 300 miles of travel between Denver and Los Angeles. The southern terminus of the line will be at Fort Wingate, on the Atlantic and Pacific. The officers of the company say that they will be ready to operate the Montezuma Valley division and introduce their coal supply in Colorado to the Pacific Coast coal trade during the coming winter.

There is renewed activity among electric motor companies in matters pertaining to large motors for heavy work, such as switching freight in cities where smoke is objectionable and for elevated roads. Two of the largest companies here, the American Electric Works and the Chicago Electric Works, have solved the problem, says the Railway Gazette, and one of them will at once build a motor with a capacity ranging from 500 to 700 H. P. and a hauling power equal to any steam locomotive with 45,000 pounds on the drivers. This has been rendered practicable by recent improvements in motors, of which the slow moving armature and the subdivided field are probably the most useful for heavy work. Railroads in such cities as Chicago, where a city ordinance prohibits the use of locomotives that emit smoke in any considerable amount

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.

THE ACCIDENT AT SAN JUAN.

Engineer James Lynch, who broke his left leg near the ankle in jumping from his engine Saturday night, is being attended to by the Santa Fe Company's surgeon, and is doing as well as could be expected. A short distance below San Juan the earth on the sides of a cut had caved in and covered the track, forming a serious obstruction. The engineer and fireman of the northbound passenger train failed to see the obstruction until too late to stop the train, and their only chance of escape was to jump, which they did, the fireman alighting without breaks or bruises, and the engineer breaking his leg as stated. The engine plunged at full speed into the bank of earth, and penetrated it some distance. The passengers in the train were jarred and alarmed, but none were injured. The track was cleared yesterday, and all is in order again.

SCRAP HEAP.

John F. Fugate of San Francisco, who was recently appointed passenger agent for the Pacific Coast of the Lackawanna route, has been in Los Angeles for several days looking after the interests of his company.

When the new Western Railway & Denver is completed it will save 300 miles of travel between Denver and Los Angeles. The southern terminus of the line will be at Fort Wingate, on the Atlantic and Pacific. The officers of the company say that they will be ready to operate the Montezuma Valley division and introduce their coal supply in Colorado to the Pacific Coast coal trade during the coming winter.

There is renewed activity among electric motor companies in matters pertaining to large motors for heavy work, such as switching freight in cities where smoke is objectionable and for elevated roads. Two of the largest companies here, the American Electric Works and the Chicago Electric Works, have solved the problem, says the Railway Gazette, and one of them will at once build a motor with a capacity ranging from 500 to 700 H. P. and a hauling power equal to any steam locomotive with 45,000 pounds on the drivers. This has been rendered practicable by recent improvements in motors, of which the slow moving armature and the subdivided field are probably the most useful for heavy work. Railroads in such cities as Chicago, where a city ordinance prohibits the use of locomotives that emit smoke in any considerable amount

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.

THE ACCIDENT AT SAN JUAN.

Engineer James Lynch, who broke his left leg near the ankle in jumping from his engine Saturday night, is being attended to by the Santa Fe Company's surgeon, and is doing as well as could be expected. A short distance below San Juan the earth on the sides of a cut had caved in and covered the track, forming a serious obstruction. The engineer and fireman of the northbound passenger train failed to see the obstruction until too late to stop the train, and their only chance of escape was to jump, which they did, the fireman alighting without breaks or bruises, and the engineer breaking his leg as stated. The engine plunged at full speed into the bank of earth, and penetrated it some distance. The passengers in the train were jarred and alarmed, but none were injured. The track was cleared yesterday, and all is in order again.

Dainty Foods Demand it.

IN EVERY Receipt that calls for baking powder, use the "Royal." Better results will be obtained because it is the purest. It will make the food lighter, sweeter, of finer flavor, more digestible and wholesome. It is always reliable and uniform in its work.

"I have found the Royal Baking Powder superior to all others."

"C. Gozju, Chef, Delmonico's."

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.

THE ACCIDENT AT SAN JUAN.

Engineer James Lynch, who broke his left leg near the ankle in jumping from his engine Saturday night, is being attended to by the Santa Fe Company's surgeon, and is doing as well as could be expected. A short distance below San Juan the earth on the sides of a cut had caved in and covered the track, forming a serious obstruction. The engineer and fireman of the northbound passenger train failed to see the obstruction until too late to stop the train, and their only chance of escape was to jump, which they did, the fireman alighting without breaks or bruises, and the engineer breaking his leg as stated. The engine plunged at full speed into the bank of earth, and penetrated it some distance. The passengers in the train were jarred and alarmed, but none were injured. The track was cleared yesterday, and all is in order again.

SCRAP HEAP.

John F. Fugate of San Francisco, who was recently appointed passenger agent for the Pacific Coast of the Lackawanna route, has been in Los Angeles for several days looking after the interests of his company.

When the new Western Railway & Denver is completed it will save 300 miles of travel between Denver and Los Angeles. The southern terminus of the line will be at Fort Wingate, on the Atlantic and Pacific. The officers of the company say that they will be ready to operate the Montezuma Valley division and introduce their coal supply in Colorado to the Pacific Coast coal trade during the coming winter.

There is renewed activity among electric motor companies in matters pertaining to large motors for heavy work, such as switching freight in cities where smoke is objectionable and for elevated roads. Two of the largest companies here, the American Electric Works and the Chicago Electric Works, have solved the problem, says the Railway Gazette, and one of them will at once build a motor with a capacity ranging from 500 to 700 H. P. and a hauling power equal to any steam locomotive with 45,000 pounds on the drivers. This has been rendered practicable by recent improvements in motors, of which the slow moving armature and the subdivided field are probably the most useful for heavy work. Railroads in such cities as Chicago, where a city ordinance prohibits the use of locomotives that emit smoke in any considerable amount

are now compelled to use a non-smoking fuel, such as coke or anthracite, or put on a device for preventing the formation of smoke, the action of which is acceptable to the city inspector. As such devices are more or less ineffective, even in their best form, it has been found necessary on at least two Chicago roads to resort to anthracite coal, at a cost of \$4 to \$4.50 per ton on tender, to meet the requirements of the law. Where steam costs at this rate it cannot be difficult to construct an electric motor which will work with at least equal economy, as cheap coal can be used in the stationary plant which furnishes the electric current. With such advantageous conditions, the difficulties in the way of the use of the electric motor for suburban works are mainly in the mechanical devices in the motor itself and the arrangement of the conductors. The electric companies feel sure that they have now removed all these difficulties, and they will make a trial of a heavy motor to prove what can be done. With the railroads of this country are assured that an electric motor of sufficient power to switch trains at terminals and to haul suburban traffic can be built of as simple design as those now used for street railroads, and can be run with reasonable economy of fuel, there will be no lack of opportunities for trial on a large scale.